



Annual Report

DeKalb Peachtree Airport Noise Information Office

2010

Submitted By:

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Date:

1/10/10



Introduction

The DeKalb-Peachtree Airport is located in an aircraft noise sensitive area surrounded by residential communities. The Good Neighbor Program has been developed to reduce aircraft noise levels in the vicinity of the airport. The Good Neighbor Program is a multi-faceted program that uses many approaches toward the same goal.

The goal of PDK's Good Neighbor Program is to reduce overall aircraft noise disturbances. The program solicits airport user involvement and community feedback in reaching and maintaining these goals. Public participation is key in helping us gauge and better understand what's occurring in your community. Participation and knowledge are the keys to its success. The Airport noise staff takes appropriate action by verifying the source of complaints using our Noise Operating Monitoring System (NOMS) allowing us to educate pilots, aircraft owners/operators as well as the community. We will continue to work daily with our community, pilots & FAA in efforts to lessen the impact of aircraft operations on our airport neighbors.

This report is a summary of airport operations, noise disturbances, and overall comments for the year. For more information on PDK's Good Neighbor Program, contact the Noise Information Office at (770) 936-5442 or visit the airport's web-site at 'www.pdkairport.org'.



Good Neighbor Program

- **High Noise Events** – A single high noise event is an aircraft operation over 90.0 dBA, Lmax monitored 24 hours a day at four noise monitor sites within the community. Those operators who exceed the threshold will be contacted by Airport Management.
- **Voluntary Night Curfew** - All operators are strongly encouraged not to operate between the hours of 11pm to 6am local time, eastern standard. Those operators who operate during the curfew period will be contacted by Airport Management.
- **Traffic Pattern Altitudes** – 2000' Mean Sea Level (MSL) for Single Engine Aircraft
2500 MSL for Multi Engine / Turbine
- **Touch-and-Go Operations** – Practice touch-and-go operations at outlying fields whenever possible is highly encouraged. These operations are discouraged from 10pm to 7am and Sundays between 11am and noon. Climb to 500' AGL prior to turning crosswind. Aircraft should vary the pattern so as not to overfly the same area each time
- **Prior Permission Required** – Aircraft with certificated take-off weight over 75,000 lbs. Military aircraft must contact Airport Management prior to landing at PDK.
- **Maintenance Runups** – Runups for maintenance are discouraged from 10pm to 7am. A specific area in the center of the airport is designated for maintenance operations.
- **Use of Reverse Thrust** – Due to the noise generated by aircraft utilizing reverse thrust upon landing, particular during night hours, the Airport recommends the use of minimum reverse thrust necessary for safety.

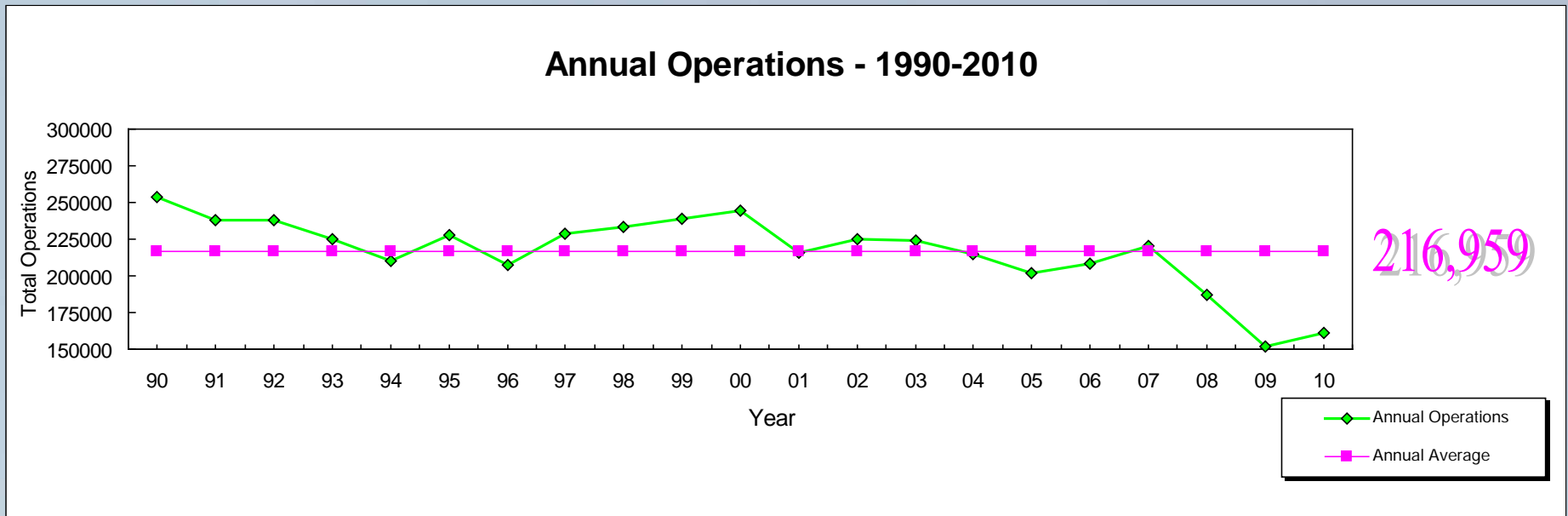


Good Neighbor Program cont'd

- **Climb Profile** – Pilots should fly at max power until reaching the airport boundary. Upon crossing the airport boundary, pilots should slightly reduce power while maintaining a safe rate of climb until reaching 3000' MSL, resume normal climb procedures thereafter.
- **Early Turnouts** – Early turnouts over noise sensitive residential areas or prior to reaching 500' Above Ground Level (AGL) are discouraged. Whenever possible, turnouts at 1000' AGL or greater are preferred.
- **Preferential Runway** – When the tower is closed and safety permits, Runway 2R is preferred for departures.
- **Final Descent** – Commensurate with safety, all aircraft should maintain 2000' MSL until reaching the Final Descent Point. Try low power or gliding landings and avoid low, dragged-in approaches (jet aircraft may use NBAA procedures instead) .
- **Helicopter Procedures** – All helicopter operators are encouraged not to over fly residential neighbors and to use highways & MARTA / CSX railroad tracks into and out of the airport.

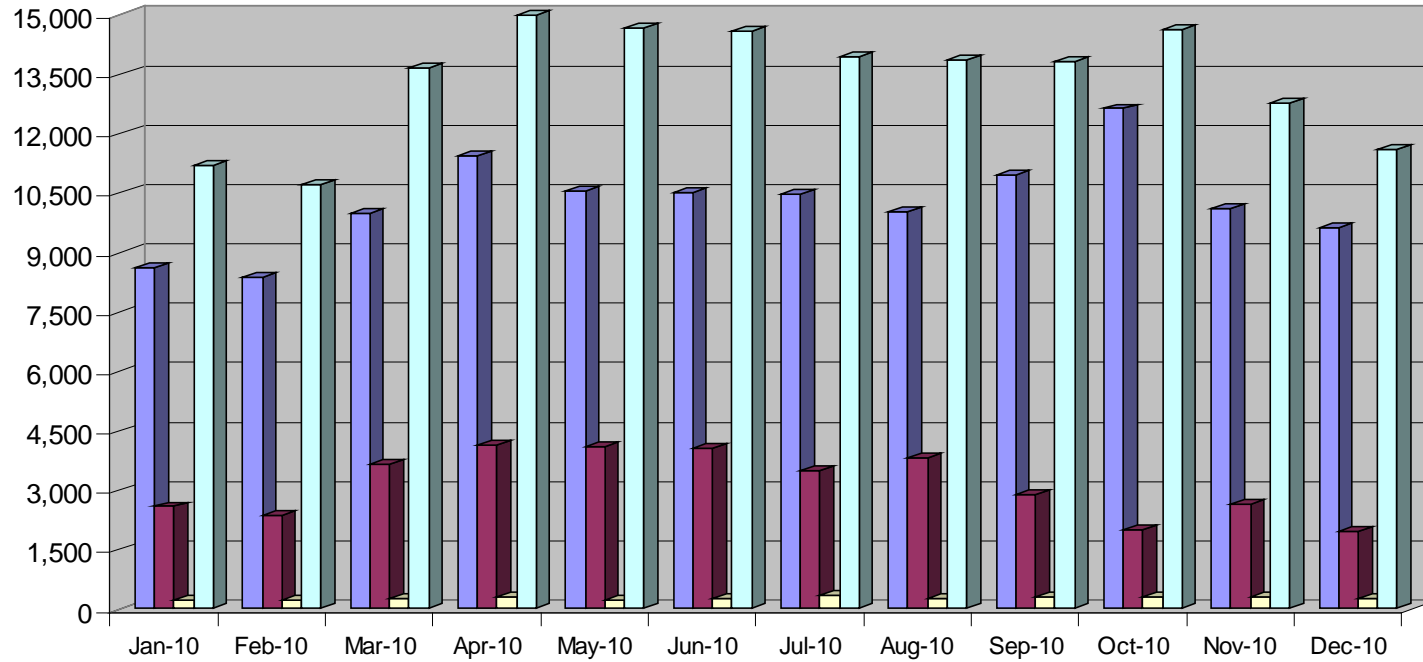


Aircraft Operations Summary



| <i>Year</i> | <i>Annual Operations</i> | <i>Year</i> | <i>Annual Operations</i> |
|-------------|--------------------------|-------------|--------------------------|
| 1990 | 253,398 | 2001 | 215,652 |
| 1991 | 238,148 | 2002 | 224,959 |
| 1992 | 238,008 | 2003 | 224,187 |
| 1993 | 224,579 | 2004 | 215,172 |
| 1994 | 209,911 | 2005 | 202,251 |
| 1995 | 228,060 | 2006 | 207,981 |
| 1996 | 207,416 | 2007 | 220,576 |
| 1997 | 228,479 | 2008 | 187,006 |
| 1998 | 233,233 | 2009 | 151,714 |
| 1999 | 239,230 | 2010 | 160,948 |
| 2000 | 244,879 | | |

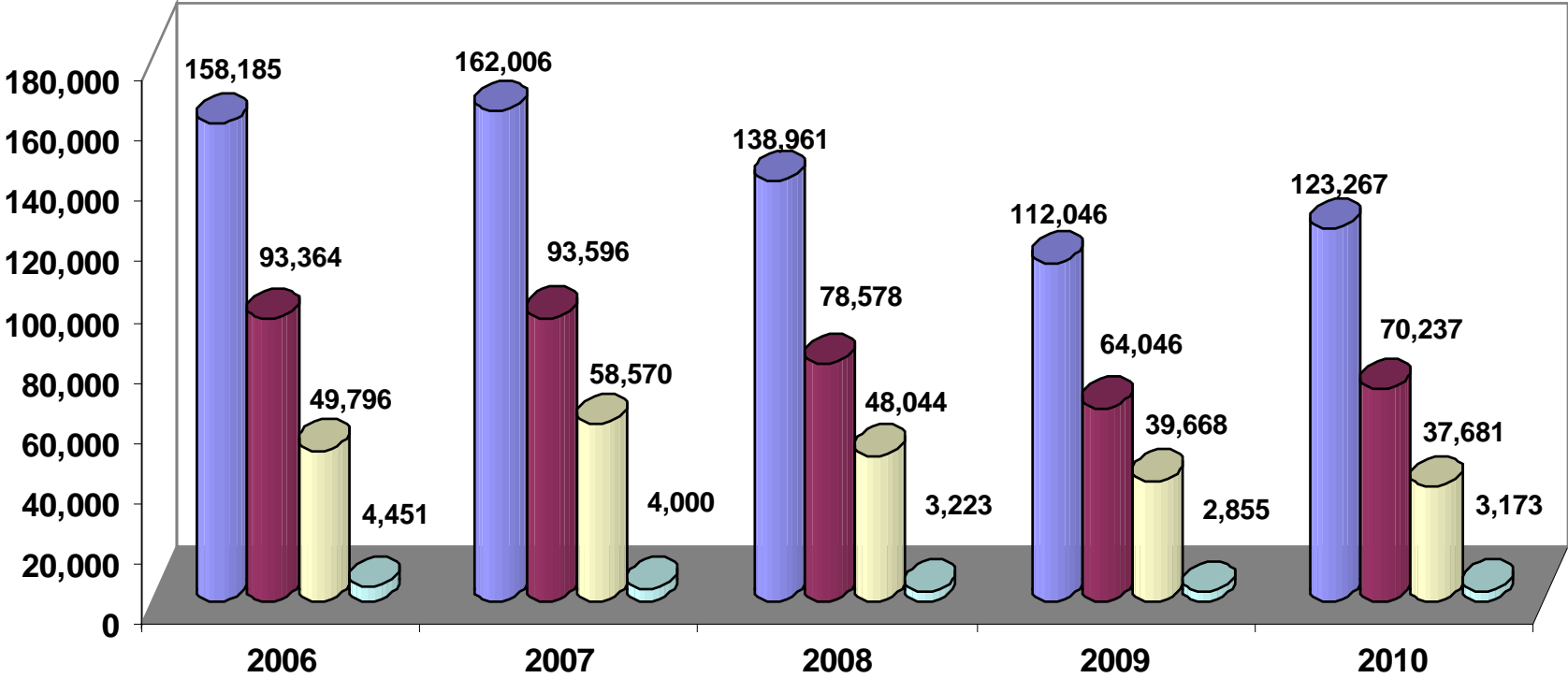
2010 Aircraft Operations Summary - By Type



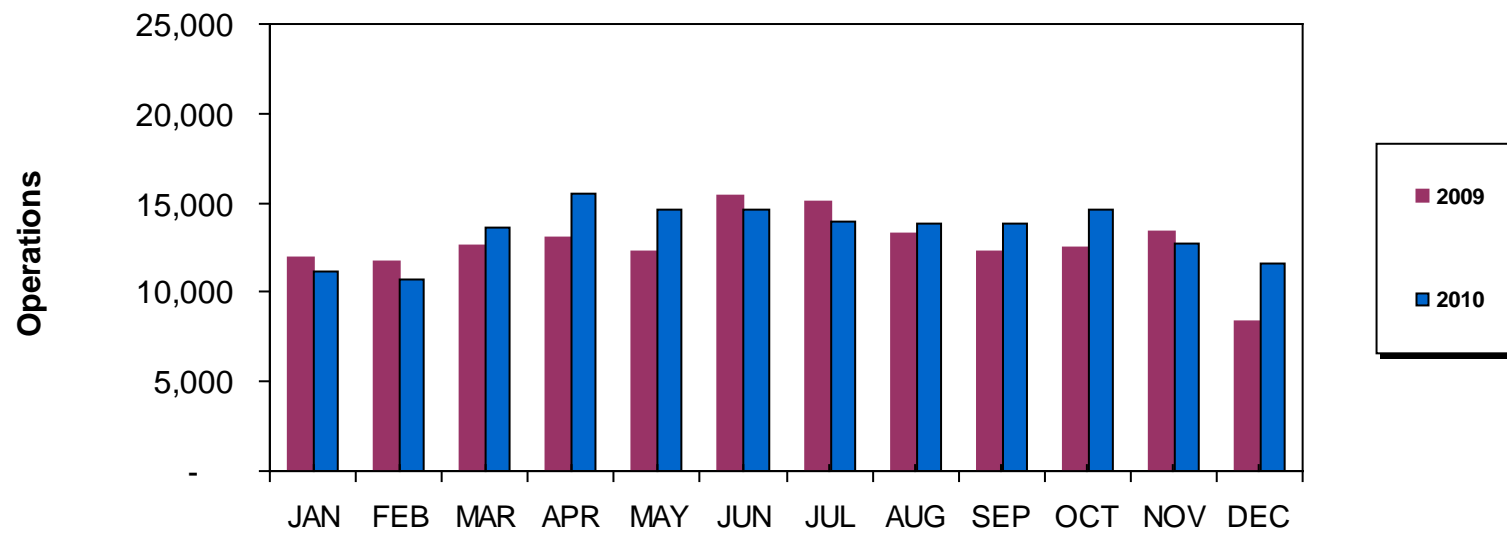
| | <i>JAN</i> | <i>FEB</i> | <i>MAR</i> | <i>APR</i> | <i>MAY</i> | <i>JUN</i> | <i>JUL</i> | <i>AUG</i> | <i>SEP</i> | <i>OCT</i> | <i>NOV</i> | <i>DEC</i> |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| ■ <i>Interant</i> | 8,624 | 8,364 | 9,994 | 11,435 | 10,545 | 10,523 | 10,451 | 10,041 | 10,947 | 12,626 | 10,102 | 9,615 |
| ■ <i>Local</i> | 2,575 | 2,353 | 3,657 | 4,114 | 4,104 | 4,048 | 3,501 | 3,824 | 2,881 | 2,006 | 2,651 | 1,967 |
| ■ <i>Voluntary Curfew</i> | 220 | 211 | 254 | 288 | 228 | 260 | 324 | 250 | 292 | 301 | 293 | 252 |
| ■ <i>Total Operations</i> | 11,199 | 10,717 | 13,651 | 15,549 | 14,649 | 14,571 | 13,952 | 13,865 | 13,828 | 14,632 | 12,753 | 11,582 |

Aircraft Operations

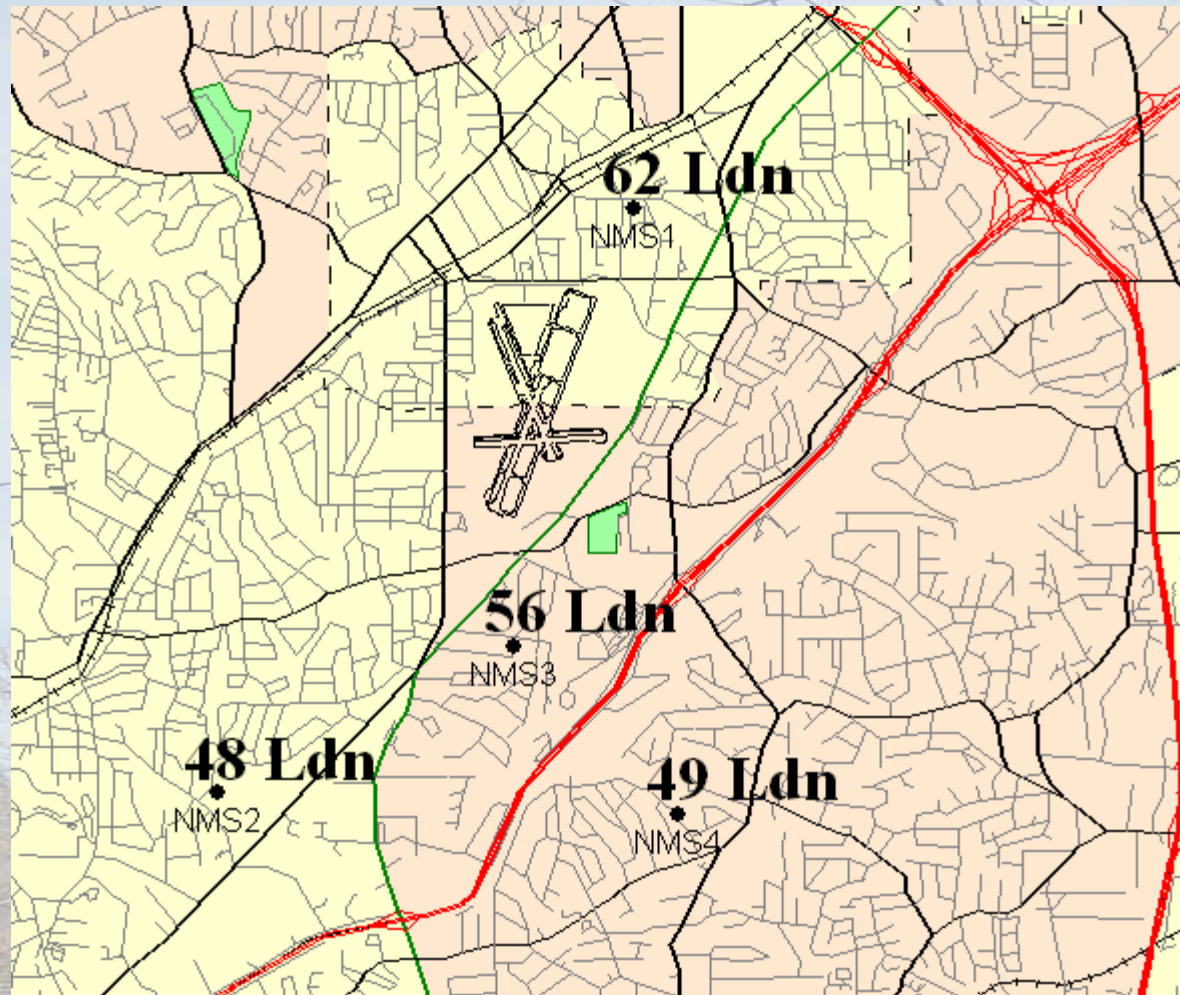
■ Itinerant ■ Instrument ■ Local ■ Voluntary Curfew Ops



Monthly Aircraft Operations Summary - Total



Annual Noise Levels at Monitors

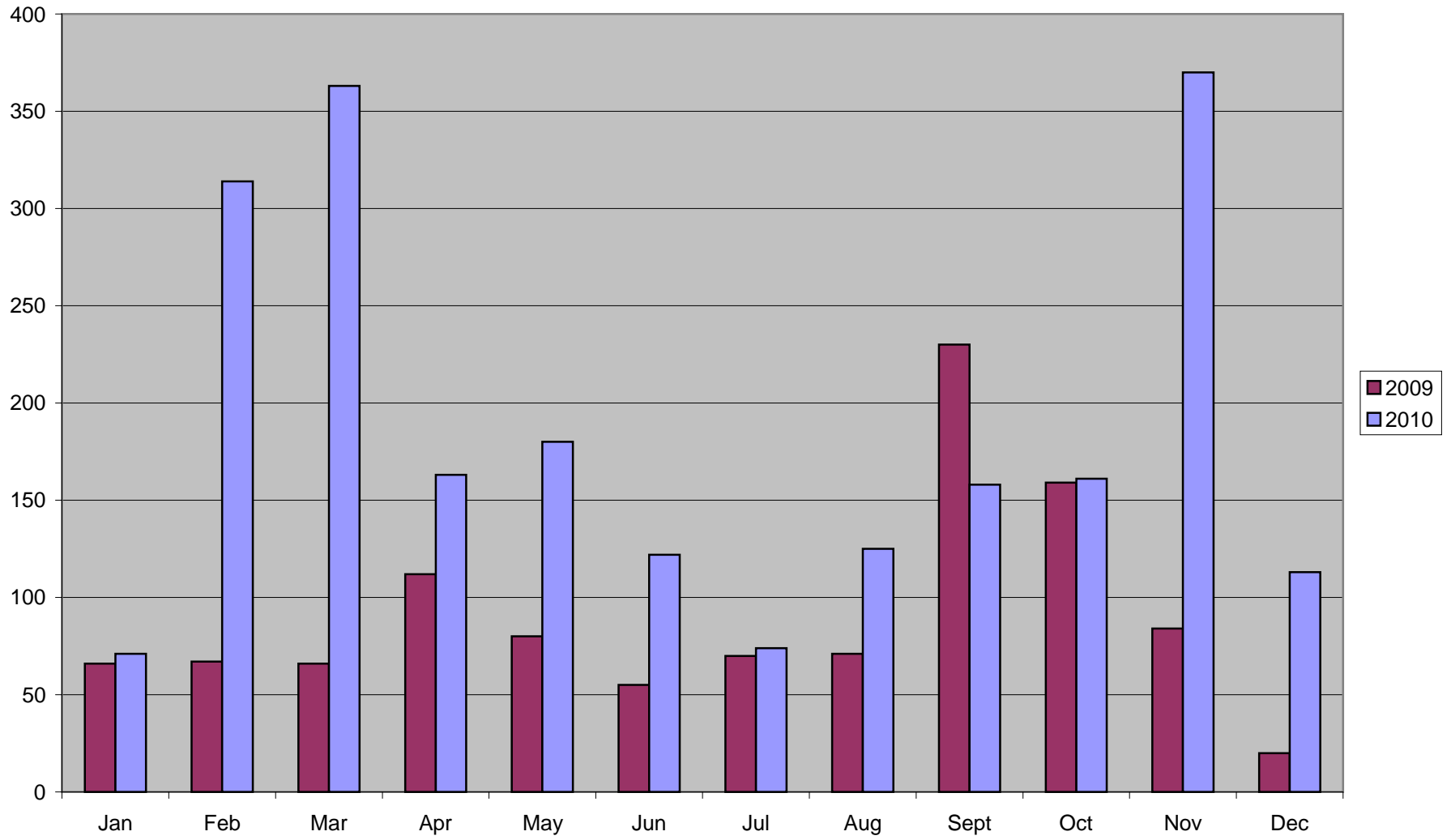


Noise Terminology

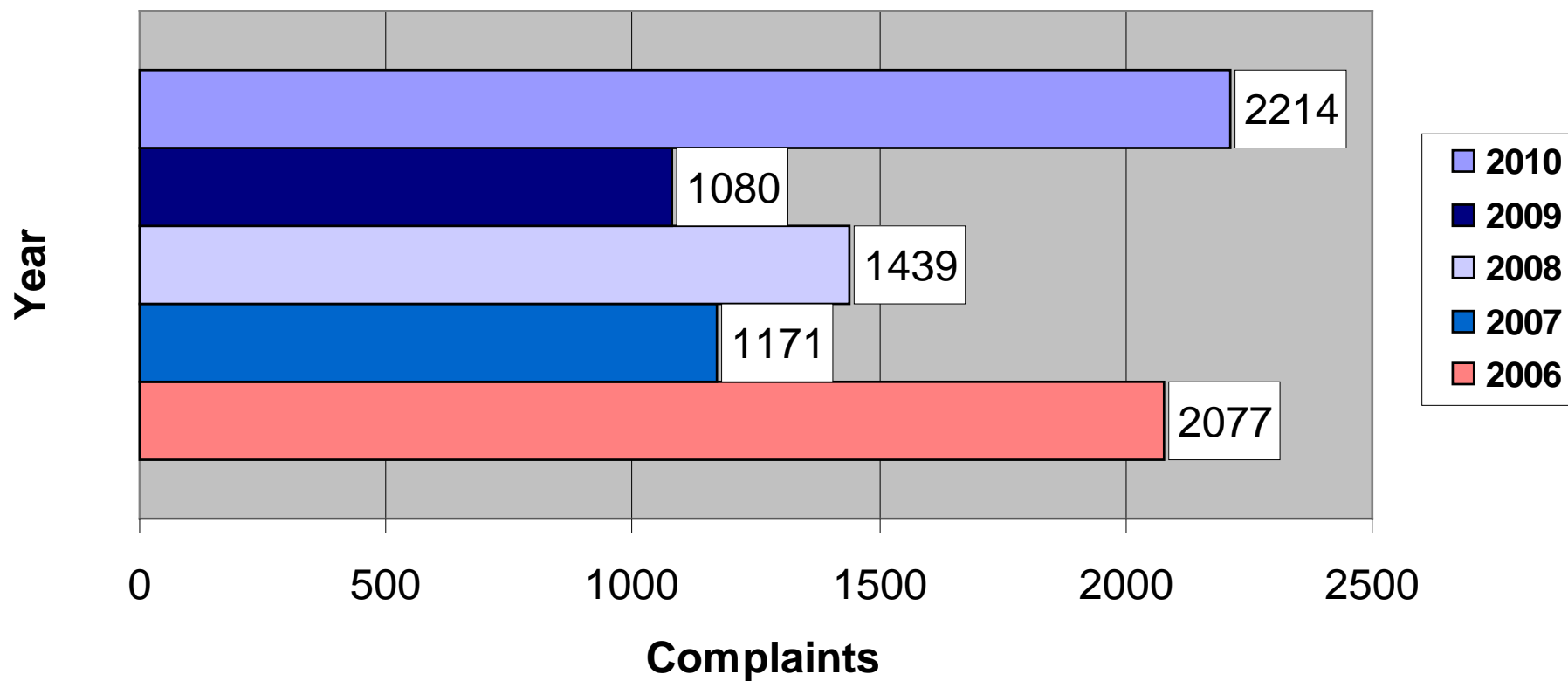
- *Decibels (dB) are the unit of measurement on the loudness scale. Decibels that a human can hear are called “A-weighted” or “dBA” on the sound frequency scale.*
- *The decibel scale is logarithmic, not linear. The smallest detectable change 1 dB, 3 dB for a human is readily detectable; 10 dB seems twice as loud.*
- *L_{max} – is the maximum A-weighted sound level for a given event – the highest level registered on the scale or meter; is not related to the duration for the event.*
- *LDN (DNL) – is a 24-hour time-averaged sound exposure level. It is the noise metric of choice in the aircraft sound level measurement. It is also used to define noise contours of equal exposure. All Federal agencies have adopted DNL (LDNA) as the metric for airport noise analysis. (Day Night Level) (Day Night Level A-weighted)*
- *Leq – is the steady A-weighted sound level over any specified period. It is used to identify the average sound level over a given period of time.*



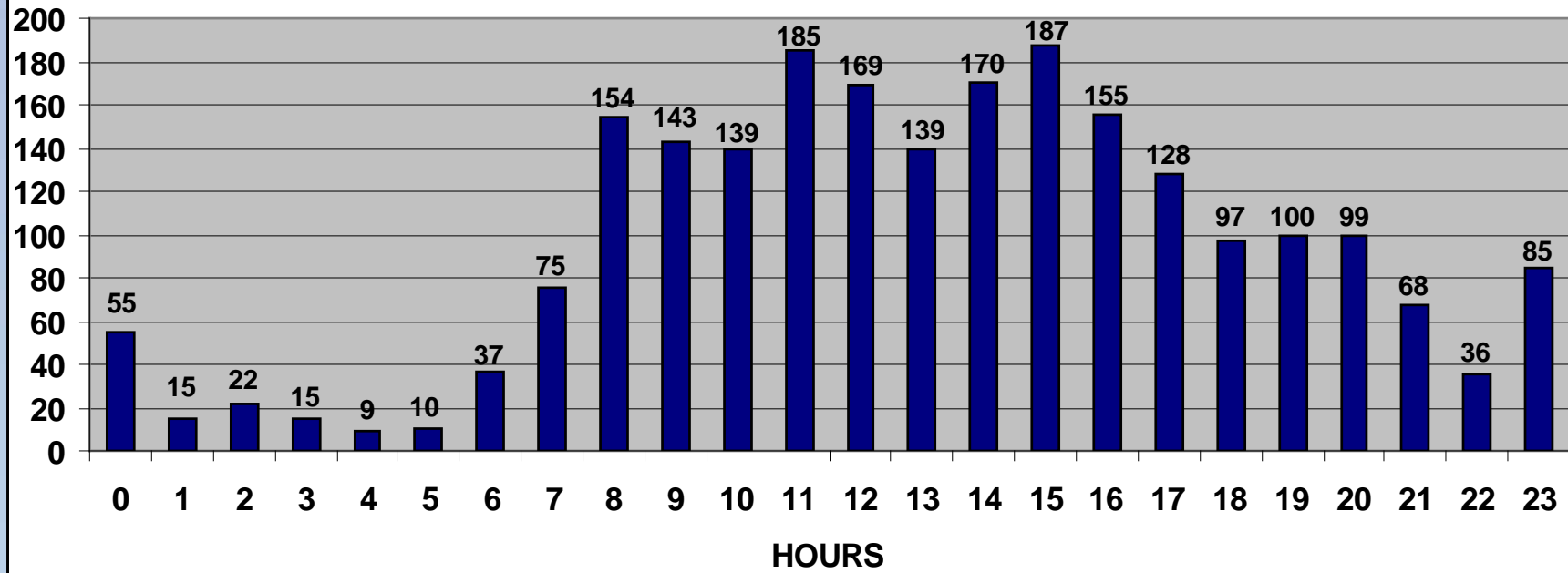
Noise Complaints by Month



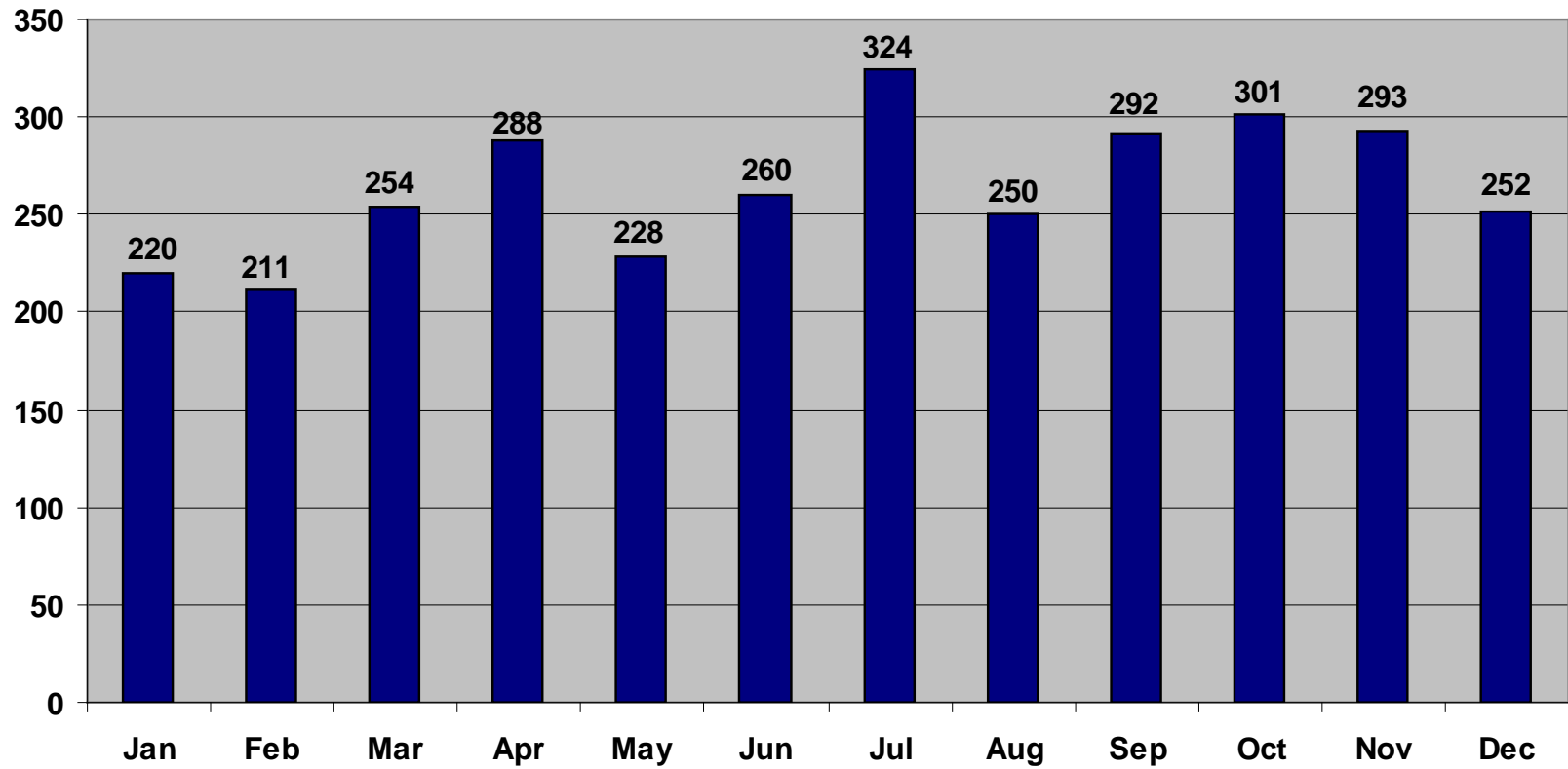
Annual Noise Complaints



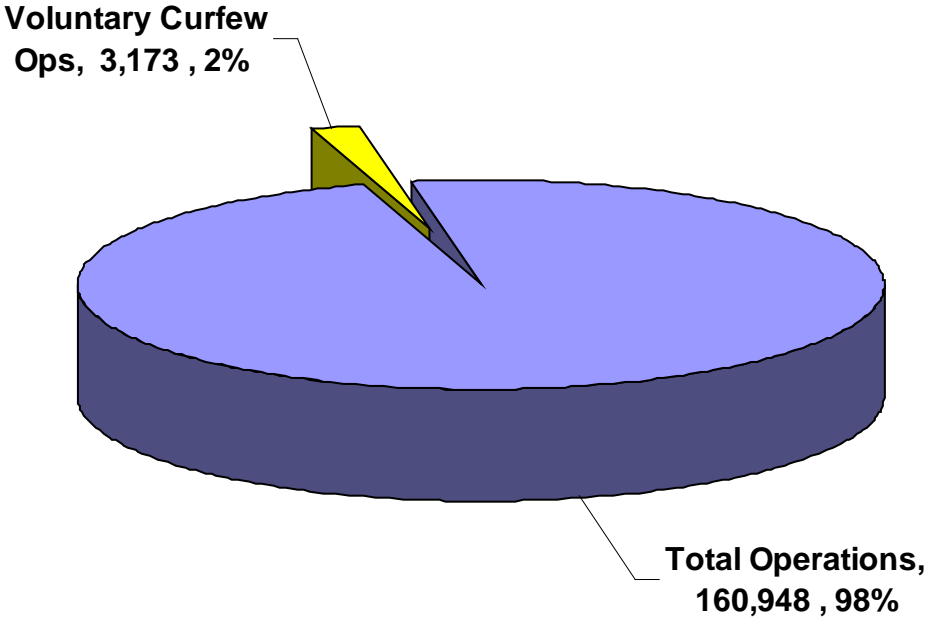
2010 Noise Complaints by Hour



2010 Voluntary Curfew Operations

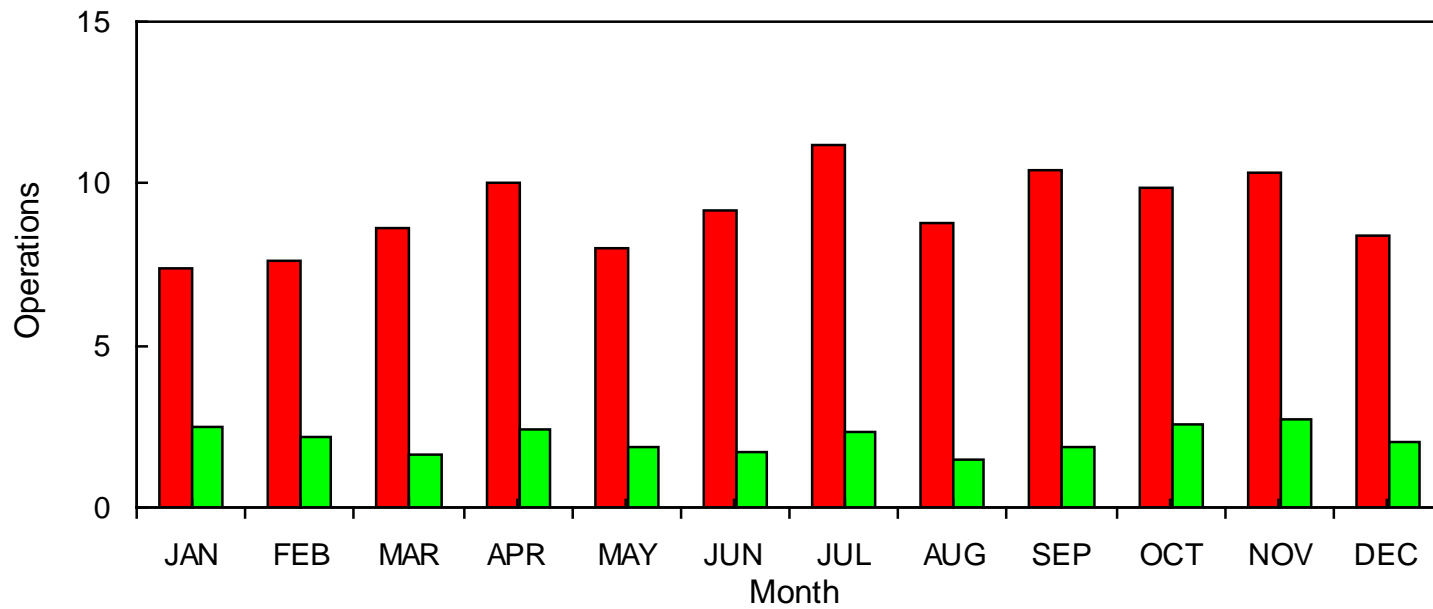


2010 Comparison of Total Operations to Curfew Operations

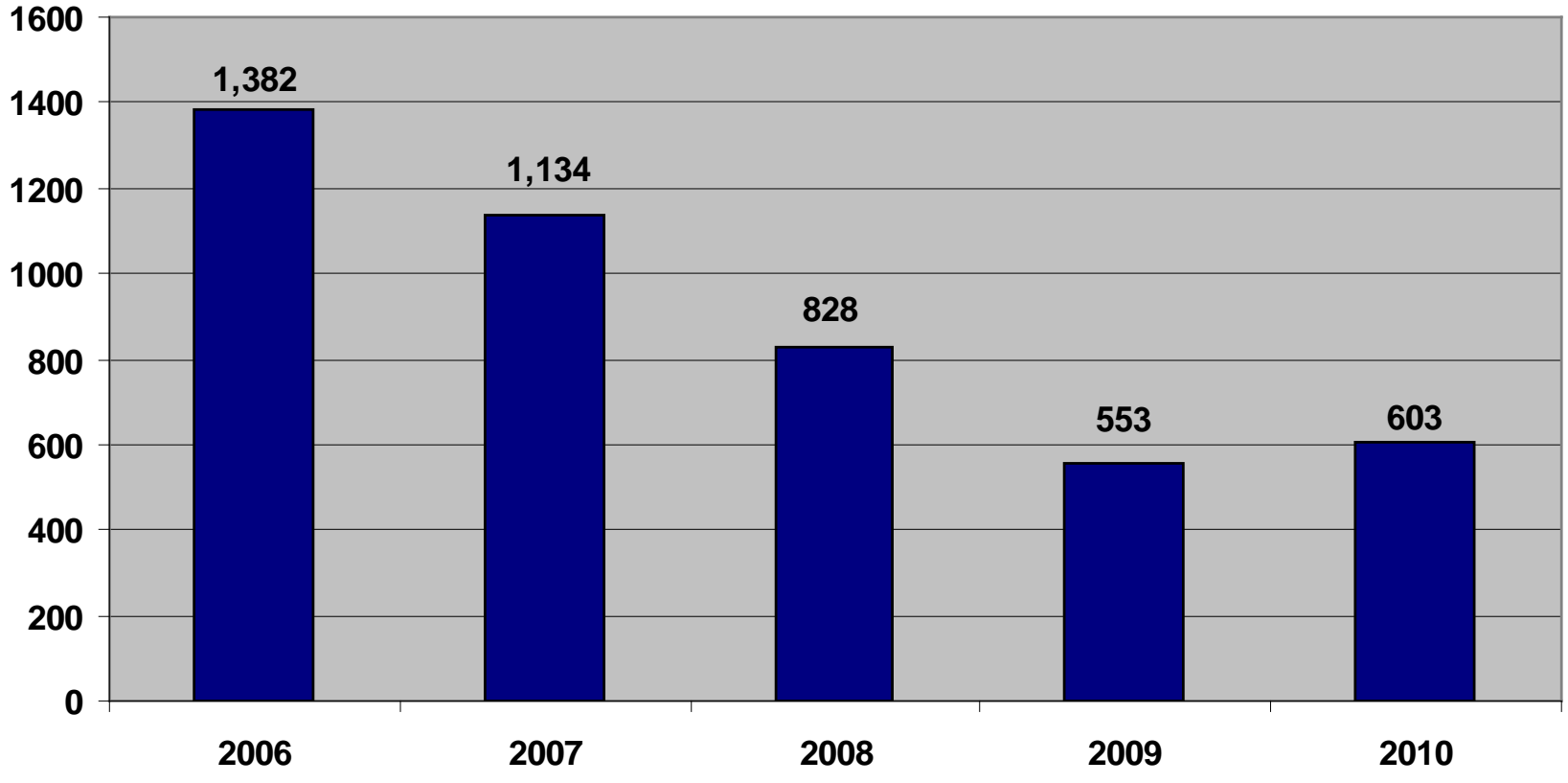


2010 Average Night Voluntary Curfew Operations

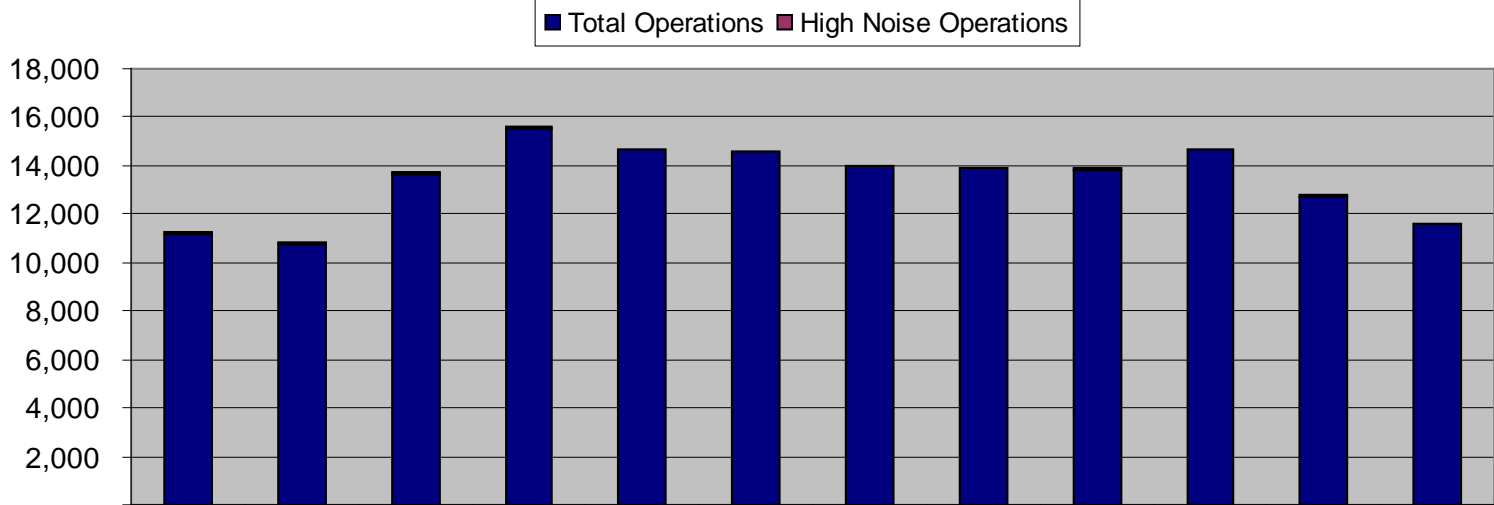
■ Average Night ■ Average Nighttime Jet



High Noise Events



2010 Proportion of High Noise Events to Total Operations



| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ■ High Noise Operations | 40 | 117 | 69 | 49 | 35 | 22 | 21 | 31 | 36 | 60 | 82 | 41 |
| ■ Total Operations | 11,199 | 10,717 | 13,651 | 15,549 | 14,649 | 14,571 | 13,952 | 13,865 | 13,828 | 14,632 | 12,753 | 11,582 |





Community Outreach

Contact our staff by:

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Email: pdknoise@co.dekalb.ga.us

Fax: 770.936.5446

Find more information on our website

www.pdkairport.org

